

### **Miller/Southside Neighborhood Meeting #4 April 2, 2003**

The Blacksburg Planning and Engineering Office had produced plans addressing the common issues found in meeting #3. They were placed in stations on the walls in the Blacksburg Community Center for the Miller/Southside patrons to study and comment on. The plans were proposals and the group could pick any or none of them for their concept traffic plan. The goal for the meeting was to have residents create a concept traffic plan so it could be taken to the neighborhood survey stage.

Station #1- This station consisted of 3 types of closures for the Clay St, Miller St, and Draper Rd area. Residents were informed of the types of considerations their Council would make in relation to closing a Town public street, even partially. Emergency and police vehicles, business access, municipal access, and general traffic circulations were all mentioned as strong considerations of the Town Council. All 3 of the featured options were voted down and a new “one-way” concept was proposed between Washington and Draper Rd. The closure included a one way going north and the southward direction will be closed to traffic using a half-closure technique. This option was voted on and passed unanimously.

Station #2- This station presented the choice of raised intersections or circles at numerous intersections on Preston and Draper. These options were voted out by the citizens because of the half closure at Washington and Draper. Residents felt that the speed control was no longer necessary but that they would continue to monitor speeds. Concern was voiced about the Edgewood/Draper and Edgewood/Preston intersections. The concern was in regard to speeding, running of stop signs, and cut through traffic on Edgewood. Different ideas were put forward but nothing could come to a consensus. The citizens did agree that something should be done but the specifics of it would be addressed at a later meeting.

Station #3- This station addressed the intersection of Airport Rd and Southgate Dr. There was a plan proposing a traffic circle and a plan showing a choker system for the intersection. There was a vote on the two and the choker won with a 12-7 vote. (Some citizens did not vote) Then someone spoke up and asked about putting an island on Southgate along with the choker to better define the turning lane which would further reduce the speed. The group liked the idea and wanted to vote on the addition. The addition was voted on and won unanimously.

Station #4- This station addressed Airport Rd traffic with a combination of splitters, circles, and chokers. It also had a splitter located on Southgate Dr. The group decided the only traffic control measure to include in the concept plan from this station was a choker located at the Gracelyn/Airport intersection. A vote was taken and the majority approved it. The next vote was on the splitter located on Southgate Dr. and once again the majority approved that measure.

Station #5- Station 5 addressed the Country Club/Airport intersection and the Edgewood/Allendale intersection. The plans posted showed traffic circles at both of these intersections. Concerns about the school busses' turning maneuvers at the Country Club/Airport intersection convinced the group to remove the traffic circle and replace it with a choker concept instead. The majority vote was for a choker intersection with islands at all three public approaches. The islands would provide safer pedestrian travel and decrease the speed in the intersection. The final intersection addressed was the Allendale/Edgewood intersection. The group did not like the traffic circle at this intersection. The circle was removed but a consensus on an alternative measure could not be reached. However, a consensus was made that something should be done to address the cut through traffic problem. It was decided unanimously that this issue would be visited at another meeting.